

**Chapter 1 : The Bridges at Toko-ri by James A. Michener**

*I viewed "Bridges at Toko-Ri" today on TMC and brought to mind when I saw that movie as an army brat when my dad was stationed at Itami Air Force Base near Osaka, Japan during the Korean War.*

In less than a decade the United States had sided with former enemies, retired its most famous general and settled with bitter foes—ex-allies—for nothing more than a stalemate. Michener was researching what would become the classic story, and arguably greatest film, about the Korean War: The Bridges at Toko-Ri. He and his crew of two bailed out. Almost two months later, on February 7, Army intelligence revealed that Ettinger had been spirited from captivity by anti-Communist North Korean partisans. And it was stressed that it must all be out of the helicopter before we brought the man [Ettinger] aboard. Thorin shouted at the Army agent: Ettinger hurled himself aboard. Burdened with all three men plus the extra gear, the chopper grounded, one wheel off the terrace. It tipped, rolled and struck its rotor blades on the frozen ground. At Samdong-ni, near the villages of Poko-ri and Toko-san names Michener would later combine for his fictional Toko-ri, three bridges crossed the bottom of a deep, winding river valley. Panthers would speed ahead to take out the guns, and two Corsairs would try to keep any stray Korean heads down, but the bridges were up to the Skyraiders. The ResCAP came down to strafe them with cannons. Five of the six ResCAP planes took hits. He radioed that he was making for open water, but the flames spread to his cockpit. We were to drop the three centerline and inboard 1,000 pound bombs on the first run, saving the pounders carried on the wings if necessary. In my 30 missions over North Korea thus far, it was the heaviest flak I had ever seen. The Skyraiders all came out of the valley of death untouched. They would have to tempt fate again. Robert Schreiber left led VF against the bridges. National Archives At Samdong-ni, Kaufman followed Schreiber down on their second bomb run with 20mm cannons blazing, trying to suppress some of the groundfire. He pickled his wing bombs and banked away, Komoroff right behind him. He had been grazed in the head by shrapnel or a small-caliber round. Broomhead spotted a snow-covered mountaintop clearing and brought the stricken Skyraider in. The engine broke off but there was no fire. He finally dragged himself from the cockpit. While Kaufman and Komoroff orbited down low against the inevitable arrival of enemy troops, Schreiber went high to call a rescue chopper. With two already down, the nearest was miles up the coast, off the light cruiser Manchester. Kenneth Henry were artillery spotting for shore bombardment, Henry having volunteered just for a taste of combat. The multiple shootdowns were sucking in aircraft like a Pacific typhoon. Aboard Valley Forge, Michener was listening to the radio chatter. Edinger diverted the Skyraider and a Corsair to it while he and his wingman relieved the Philippine Sea flight over Thorin. They spent two hours strafing with cannons and 5-inch HVAR high-velocity air-launched rockets. The Horse collapsed onto the snow and rolled on its side. Both crewmen got out—Henry hobbling with a sprained knee—and managed to reach Broomhead, who was now unconscious. The Americans circling overhead saw them drag him away from his wrecked Skyraider. All things considered, it seemed best to let the Marine helicopter pass on by. It meant putting down on Valley Forge with no flaps, no locked-down landing gear, maybe not so much as a tail hook, not to mention the hung rocket still on his wing. But having made it out over the water—and against the advice of the carrier crew, who all but ordered him to ditch or divert to K—Edinger was determined to come aboard, no matter what. The Corsair smashed down on its bent wings. On impact the live HVAR tore loose, skittering across the deck until two anonymous, heroic deckhands tackled it and pitched it overboard. A bad day was coming to a bad end. Moore and Henry might make it in a quick dash, but they would not leave Broomhead. They waved the helicopter away. At first light aircraft hurried back to the crash sites, to find only the remains of the wrecks and blood on the snow. The enemy had a field day and we had nothing. Nothing, that is, except another curious demonstration [that] sometimes defeat does actually mean more to democracy than victory. Photorecon planes revealed all three bridges at Samdong-ni had been taken down. For further reading, Hollway recommends: For more info, photos and video, see donhollway.

**Chapter 2 : The Bridges at Toko-Ri - free PDF, FB2, RTF, TXT**

*The Bridges at Toko-Ri is a American war film about the Korean War and stars William Holden, Grace Kelly, Fredric March, Mickey Rooney, and Robert Racer. The film, which was directed by Mark Robson, was produced by Paramount Pictures.*

After seeing it, they said, "You planned and led the raid. Michener will forgive the actual version of the raid. His fictionalized account certainly makes more exciting reading. We were flying daily strikes against the North Koreans and Chinese. The main job was to interdict the flow of supplies coming south from Russia and China. The rules of engagement imposed by political forces in Washington would not allow us to bomb the bridges across the Yalu River where the supplies could easily have been stopped. We had to wait until they were dispersed and hidden in North Korea and then try to stop them. The Air Group consisted of two jet fighter squadrons flying Banshees and Grumman Panthers plus two prop attack squadrons flying Corsairs and Skyraiders. To provide a base for the squadrons, Essex was stationed miles off the East Coast of Korea during that bitter Winter of and VF started with 24 pilots. Seven were killed during the cruise. The reason 30 percent of our pilots were shot down and lost was due to our mission. The targets were usually heavily defended railroad bridges. In addition, we were frequently called in to make low-level runs with rockets and napalm to provide close support for the troops. Due to the nature of the targets assigned, the attack squadrons seldom flew above 100 feet; and it was a rare flight when a plane did not come back without some damage from AA or ground fire. The single-engine plane we flew could carry the same bomb load that a B carried in WWII; and after flying the miles from the carrier, we could stay on station for 4 hours and strafe, drop napalm, fire rockets or drop bombs. The Skyraider was the right plane for this war. On a gray December morning, I was called to the flag bridge. Admiral "Black Jack" Perry, the Carrier Division Commander, told me they had a classified request from UN headquarter to bomb some critical bridges in the central area of the North Korean peninsula. The bridges were a dispersion point for many of the supplies coming down from the North and were vital to the flow of most of the essential supplies. The Admiral asked me to take a look at the targets and see what we could do about taking them out. As I left, the staff intelligence officer handed me the pre-strike photos, the coordinates of the target and said to get on with it. That same evening, the Admiral invited the four squadron commanders to his cabin for dinner. James Michener was there. After dinner, the Admiral asked each squadron commander to describe his experiences in flying over North Korea. By this time, all of us were hardened veterans of the war and had some hairy stories to tell about life in the fast lane over North Korea. When it came my time, I described how we bombed the railways and strafed anything else that moved. That the preparations had been done with extra care because the pre-strike pictures showed the bridges were surrounded by 56 anti-aircraft guns and we knew this strike was not going to be a walk in the park. All of the pilots scheduled for the raid participated in the planning. A close study of the aerial photos confirmed the 56 guns. Eleven radar sites controlled the guns. They were mainly 37 MM with some five inch heavies. All were positioned to concentrate on the path we would have to fly to hit the bridges. This was a World War II air defense system but still very dangerous. How were we going to silence those batteries long enough to destroy the bridges? The bridges supported railway tracks about three feet wide. To achieve the needed accuracy, we would have to use glide bombing runs. A glide bombing run is longer and slower than a dive bombing run, and we would be sitting ducks for the AA batteries. We had to get the guns before we bombed the bridges. There were four strategies discussed to take out the radar sites. One was to fly in on the deck and strafe the guns and radars. This was discarded because the area was too mountainous. The second was to fly in on the deck and fire rockets into the gun sites. The third was to come in at a high altitude and drop conventional bombs on the targets. This is what we would normally do, but it was discarded in favor of an insidious modification. The one we thought would work the best was to come in high and drop bombs fused to explode over the gun and radar sites. To do this, we decided to take 12 planes; 8 Skyraiders and 4 Corsairs. Each plane would carry a pound bomb with a proximity fuse set to detonate about 50 to feet in the air. We hoped the shrapnel from these huge, ugly bombs going off in mid air would be devastating to the exposed gunners and

radar operators. The flight plan was to fly in at 15, feet until over the target area and make a vertical dive bombing run dropping the proximity-fused bombs on the guns and radars. Each pilot had a specific complex to hit. As we approached the target we started to pick up some flak, but it was high and behind us. At the initial point, we separated and rolled into the dive. Now the flak really became heavy. I rolled in first; and after I released my bomb, I pulled out south of the target area and waited for the rest to join up. One of the Corsairs reported that he had been hit on the way down and had to pull out before dropping his bomb. Three other planes suffered minor flak damage but nothing serious. After the join up, I detached from the group and flew over the area to see if there was anything still firing. Sure enough there was heavy 37 MM fire from one site, I got out of there in a hurry and called in the reserve Skyraider still circling at 15, to hit the remaining gun site. His pound bomb exploded right over the target and suddenly things became very quiet. The shrapnel from those lbs. We never saw another 37 MM burst from any of the 56 guns. Only sporadic machine gun and small arms fire was encountered. We made repeated glide bombing runs and completely destroyed all the bridges. We even brought gun camera pictures back to prove the bridges were destroyed. After a final check of the target area, we joined up, inspected our wingmen for damage and headed home. With all the pilots returning to the ship safe and on time, the Admiral was seen to be dancing with joy on the flag Bridge. I think his fatherly regard for us had a bearing on what happened in port after the raid on Toko-ri. The raid on Toko-ri was exciting; but in our minds, it was dwarfed by the incident that occurred at the end of this tour on the line. The third tour had been particularly savage for VF Five of our pilots had been shot down. I had been shot down for the third time. He told us that the prop squadrons would participate in an exercise dreamed up by the commanding officer of the ship. The Corsairs and Skyraiders were to be tied down on the port side of the flight deck; and upon signal from the bridge, all engines were to be turned up to full power to assist the tugs in pulling the ship along side the dock. CDR Trum and I both said to Beebe, "You realize that those engines are vital to the survival of all the attack pilots. We fly those single engine planes to miles from the ship over freezing water and over very hostile land. Overstressing these engines is not going to make any of us very happy. Wheelock, wants this done, so do it! Wheelock became known as CAPT. About an hour after the ship had been secured to the dock, the Air Group Commander screamed over the ships intercom for Gray and Trum to report to his office. Wheelock for something he had not done. However, tensions were high; and in the heat of the moment, he informed CDR Trum and me that he was placing both of us and all our pilots in hack until further notice. A very severe sentence after 30 days on the line. The Carrier Division Commander, Rear Admiral "Black Jack" Perry a personally soft and considerate man, but his official character would strike terror into the heart of the most hardened criminal. Even though we were not comfortable with this gruff older man, he was a good listener and everyone enjoyed telling the Admiral about his latest escape from death. I realize now he was keeping his finger on the morale of the pilots and how they were standing up to the terror of daily flights over a very hostile land. The Admiral had been in the hotel about three days; and one night, he said to some of the fighter pilots sitting at his table, "Where are the attack pilots? I have not seen any of them since we arrived. They were all put in hack by the Air Group Commander and restricted to the ship. I want him on the telephone NOW! He was obviously in far worse condition than when the ships CO got through with him. It was apparent that he had been worked over by a real pro. In a trembling voice, his only words were, "The hack is lifted. All of you are free to go ashore. There will not be any note of this in your fitness reports. Now get out of here and leave me alone. The long delayed liberty was at hand. When writing about this cruise, I must pay homage to the talent we had in the squadrons. My wingman, Ken Shugart, was an all-American basketball player and later an admiral.

**Chapter 3 : The Bridges At Toko-Ri DVD - Compare Prices and View Trailer at [racedaydvl.com](http://racedaydvl.com)**

*Out at sea Valley Forge prepared to launch the morning's scheduled mission. At Samdong-ni, near the villages of Poko-ri and Toko-san (names Michener would later combine for his fictional Toko-ri), three bridges crossed the bottom of a deep, winding river valley.*

Michener It was a new kind of war. In less than a decade America had sided with old enemies against former allies. It had retired its most famous general because he fought for total victory, and settled with bitter foes for nothing more than a stalemate. Worst of all, soldiers and sailors in Korea felt people back home knew little of their war, and could care less. The Bridges at Toko-Ri. But miles off the coast of Korea in the wintery Sea of Japan, he felt a long way from home. The United States had become the leader of the Free World. It had the Boeing B Stratofortress, a nuclear submarine and the hydrogen bomb, but seemingly no longer any will to win. The rules of engagement imposed by political forces in Washington would not allow us to bomb the bridges across the Yalu River where the supplies could easily have been stopped. We had to wait until they were dispersed and hidden in North Korea and then try to stop them. But with no air-to-air refueling in those days, a Panther could only stay aloft for an hour and a half, and was so underpowered it could only pack four lb bombs. Neil Armstrong, later the first man to set foot on the moon. The Skyraider was the right plane for this war. On landing it struck the barrier. Clapp survived, but the aircraft was written off. Due to the nature of the targets assigned, the attack squadrons seldom flew above or feet; and it was a rare flight when a plane did not come back without some damage from AA or ground fire. To his credit, Michener did not avoid the danger: They look for trouble. A glide bombing run is longer and slower than a dive bombing run, and we would be sitting ducks for the AA batteries. We had to get the guns before we bombed the bridges. From that moment on, it was just another day at the office. Only sporadic machine gun and small arms fire was encountered. We made repeated glide bombing runs and completely destroyed all the bridges. We even brought gun camera pictures back to prove the bridges were destroyed. On the other hand, the prop aircraft could remain in the air for at least four hours. Scheduling this type of coordinated attack required an enormous amount of detailed planning. All three squadrons had to arrive over the target at the same time. A week and a half after the Samdong-ni raid, on Feb. The Panther was seen to strike a mountainside without ejection. Tatum was listed KIA. Normally, we made only one bomb run as a result, and they were far more dangerous than at any other target. I believe there were about 20 bridge complexes in the general area we attacked. Eleven radar sites controlled the guns. They were mainly 37mm with some five-inch heavies. All were positioned to concentrate on the path we would have to fly to hit the bridges. The bridges supported railway tracks about three feet wide. To achieve the needed accuracy, we would have to use glide bombing runs. Each plane would carry a 2, pound bomb with a proximity fuse set to detonate about 50 to feet in the air. We hoped the shrapnel from these huge, ugly bombs going off in mid air would be devastating to the exposed gunners and radar operators. The flight plan was to fly in at 15, feet until over the target area and make a vertical dive bombing run dropping the proximity-fused bombs on the guns and radars. At the initial point, we separated and rolled into the dive. Now the flak really became heavy. I rolled in first; and after I released my bomb, I pulled out south of the target area and waited for the rest to join up. One of the Corsairs reported that he had been hit on the way down and had to pull out before dropping his bomb. Three other planes suffered minor flak damage but nothing serious. His pound bomb exploded right over the target and suddenly things became very quiet. The shrapnel from those lbs. Marshall Beebe, commander, Air Group 5. More A non-combat incident at the end of the tour would also make an impression on Michener. The Corsairs and Skyraiders were to be tied down on the port side of the flight deck; and upon signal from the bridge, all engines were to be turned up to full power to assist the tugs in pulling the ship along side the dock. But when Perry found out about it, Beebe got it from him, too. All of you are free to go ashore. There will not be any note of this in your fitness reports. Now get out of here and leave me alone. She missed WWII, but launched t.

**Chapter 4 : The Bridges at Toko-Ri () - Full Cast & Crew - IMDb**

*'The Bridges at Toko-Ri' is still a vehicle for the quiet determination of character that once placed William Holden among the brightest of stars. Jun 23,*

Paramount, , minutes Cast: William Perlberg and George Seaton Director: Pre-occupied with imposing control on Eastern Europe, the Soviet Union simply wanted to ensure that American troops were not stationed near its borders, so the 38th Parallel was selected as the dividing line between the Russian and American occupation forces. Both Rhee and Kim wanted to reunify Korea by force and believed that the other side would fall easily. Aware that Rhee would provoke a war if permitted, the United States refused to provide the ROK army with planes and tanks. Believing that remaining neutral would be interpreted as weakness by the Soviets, President Harry Truman won the support of the United Nations UN for the defense of South Korea, assigning the military response to General Douglas MacArthur, commander of the American occupation forces in Japan. American reinforcements were sent piecemeal, so the NKPA had gained control of all of Korea except for a small perimeter around the port of Pusan by August. The NKPA had already burned itself out with repeated frontal attacks when an amphibious landing at Inchon caught the North Koreans completely by surprise. After a series of Chinese offensives and American counter-offensives, the lines had stabilized near the 38th Parallel by mid-summer Admiral Tarrant Fredric March , commander of the U. Navy carrier group, which is operating off the coast of Korea, takes a special interest in the fighter pilot, who reminds him of his dead son. A naval reservist, Brubaker resents having to give up his life and law practice when he was called up, especially since he had already fought in WWII. When the carrier pulls into Tokyo for three days, Brubaker is able to have a brief visit with his wife Nancy Grace Kelly and children. Unfortunately, the reunion is delayed when Brubaker learns that Forney had started a brawl and needs to be bailed out. Historical Accuracy The movie is an adaptation of a novel by James Michener, who based the main characters on real people, including a reserve Navy lieutenant, the rear admiral in charge of the carrier group, the CAG commander of the air wing on the carrier and a helicopter pilot. Michener had met the men and observed the rescues when he stayed on the carriers Essex and Valley Forge while they were performing missions off the coast of Korea, as research for a series of articles for The Saturday Evening Post. The real CAG served as technical adviser on the film, and both of the rescue scenes are based on actual rescues. There are no bridges named Toko-ri in Korea, but Michener modeled the mission on actual raids against bridges in North Korea. The producers received cooperation from the Navy, including two carriers and their escort ships, and clearly made the most of it. Viewers will definitely appreciate the dangers of landing a jet on a moving runway. The thirteen-minutes-long opening scene is a detailed look at the landing procedure on the carrier and the chopper pick-up of a downed pilot. Later in the movie, a fighter has to land on the carrier when heavy waves force the deck to pitch wildly, and it is scary to watch. The climatic attack on the bridges looks like it must have cost a fortune. Actually, it was a mixture of scale models and real combat footage, but it still must have been something to see on a big screen. The script is uncompromising in its support for the war. Brubaker wants the U. While there were Communist rebels in Indo-china, the idea that Communists might invade Japan was silly. Admiral Tarrant had already gotten into trouble with the Pentagon after he told the press that they were fighting Russian guns, equipment, and planes flown by Russian experts, which seems to hint that the war should be widened to include the Soviet Union. It is true that the MiGs were flown by both Russian and Chinese pilots, but Soviet dictator Josef Stalin had limited Soviet involvement in the war to selling weapons to China. Since none of the Western nations would arm Communist China, the Soviets were able to charge a hefty markup. The idea that Communism had a single head was prevalent in the United States in the early s, even though neither Stalin nor his opposite number, Chinese dictator Mao Zedong, were team players. Stalin had no interest in helping Mao become a stronger version of Josip Broz Tito, prime minister of Yugoslavia, whose refusal to acknowledge Soviet hegemony was a constant source of frustration. Stalin would have been happy to be the sole head of Communism in the world, and had displayed a terrifying ruthlessness in his attempt to achieve that goal, but he had met his match in Mao, who did not blink an eye when the Great

Chinese Famine killed between 20 to 40 million people between to This frustration was especially true in November , after the failure of Operation Strangle. Three-quarters of land-based bombers and all of the carrier-based bombers were dedicated to hammering the road and railroad network in North Korea. By the summer of , planes had been lost, mostly fighter-bombers, and the operation had clearly failed. A Chinese division could survive on fifty tons of supplies per day, and the Chinese moved 1, to 2, tons of supplies a day throughout the operation. Air power advocates claimed that the operation had prevented the Chinese from launching another offensive but given the huge effort they had made to build their defensive lines, it seemed very unlikely that the Chinese had plans for another offensive. By the end of , any industrial target of significance had been destroyed and Pyongyang had been reduced to piles of rubble but the Communists had made no indications of considering surrender. Governments of democratic nations like the United States and Britain never accepted that the totalitarian governments of China and North Korea were unlikely to surrender simply to prevent civilian casualties.

### Chapter 5 : Full Movie: The Bridges at Toko-Ri ( ) |, Drama

*With that said, "The Bridges at Toko Ri" is a very good film. The story is well rounded and there's a bit of off the cuff humor, however the flight sequences are stellar to say the least. The U.S. Navy took an active part in helping to make the movie and it shows.*

### Chapter 6 : Don Hollway: The Real Bridges at Toko-Ri

*The Bridges at Toko-Ri is a novella by American author James A. racedaydvl.com book details the experiences of United States Navy pilots in the Korean War as they undertake a mission to destroy heavily protected bridges in enemy territory.*

### Chapter 7 : The Bridges at Toko-Ri by James A. Michener | racedaydvl.com

*Recently, some friends saw the movie "The Bridges at Toko-ri" on late night TV. After seeing it, they said, "You planned and led the raid. Why don't you tell us what really happened?".*

### Chapter 8 : The Bridges at Toko-ri Â» racedaydvl.com

*After the successful attack at Toko-Ri, Navy F9F Panther jets make an attack on their secondary target.*

### Chapter 9 : The Bridges at Toko-Ri ( ) - IMDb

*The Bridges at Toko-Ri ( ) cast and crew credits, including actors, actresses, directors, writers and more.*